

DRAFT

OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, April 14, 2021 Meeting Minutes
Teleconferencing Call
Salem, OR

Members via Phone/Teams: Chairperson Victor Hoffer, Vice-Chair Luis Ornelas, Jerome Cooper, Marian Owens

Liaisons/Guests via Phone/Teams: Lynn Zanto (NHTSA), Lieutenant Michael Iwai (OSP), Mary McGowan (TSAP), Bill Merrill (DMV)

Staff via Phone: Troy Costales, Traci Pearl, Brandy Anderson Gillock, Jeff Greiner, Kelly Kapri, Kristin Twenge, Jody Raska, Kayla Hootsmans, Dan Estes

I. WELCOME AND INTRODUCTIONS

Chair Hoffer called the teleconference meeting to order at 9:00 a.m. and asked for a moment of silence to remember that we are here to provide safer highways and roadways for pedestrians, bicyclists, and all user and to also remember those who've lost their lives and their families due to crashes local, nationally, and worldwide. Roll call of introductions.

II. CONSENT CALENDAR/PREVIOUS MONTH'S MINUTES

Mr. Troy Costales reported changes to the project areas. Based on previous discussions some of the carryover funds are being allocated toward the development of a vehicle equipment project that will allow the public to interface and access the safety standards; for additional motorcycle safety programs; and an additional utility trailer that will allow the motorcycle program to carry a crash motorcycle display.

MOTION: Mr. Cooper moved to approve the March 2020 minutes and Consent Calendar. Chair Hoffer seconded. Call for vote; unanimous approval. Motion passed.

III. MEMBER REPORTS

Vice-Chair Ornelas reported having recently attended a great Safe Routes to School (SRTS) meeting.

Mr. Cooper reported he had attended the most recent Governor's Advisory Committee meeting on DUII and that he would wait to provide updates on current legislation during his report out later in the meeting.

Ms. Owens reported on an article from the [Grants Pass Daily Courier](#) where a citizen was requesting a law be put into place that makes it mandatory to have headlights turned on while driving on a particular stretch of Highway 199. She said it is urgently concerning, as there have been several fatalities, and asked if ODOT could help with trying to make that happen. Mr. Costales stated that ODOT has placed advisory signs along the highway in the past and asked if

Christina McDaniel-Wilson had anything to add. Ms. McDaniel-Wilson stated that she would bring this up to her team and report back. Ms. Owens also shared that Umpqua Community College has begun to offer driver education classes again and she hopes to have a course opening in Glendale. She also thanked the committee for her 25-year service pin, which she had just received in the mail.

Chair Hoffer did not have anything to report. He said he is still looking into Hwy 214 Safety in Mt. Angel, but isn't ready to share his report yet.

IV. TSD REPORT

Mr. Costales requested approvals for the [Motorcycle Safety Awareness](#) and [Transportation Safety Awareness](#) Declarations for the month of May.

MOTION: Chair Hoffer moved to approve the Transportation Safety Awareness Declaration for May. Vice-Chair Ornelas seconded. Call for vote; unanimous approval. Motion passed.

MOTION: Vice-Chair Ornelas moved to approve the Motorcycle Safety Awareness Declaration for May. Ms. Owens seconded. Call for vote; unanimous approval. Motion passed.

Mr. Costales provided the Highway Safety Plan (HSP) update. The annual planning workshops in January helped shape this plan and the full report is due to the National Highway Traffic Safety Administration (NHTSA) by July 1st. The feedback gathered from attendees of the workshop can be [viewed here](#). Section 1300 of the HSP only includes funds from the NHTSA program, and will be presented to the OTSC for approval in May. It will be presented to the Oregon Transportation Commission the following day. The full HSP will be presented to the OTSC in September for approval. October 1st is when this HSP become active.

Mr. Costales acknowledged and thanked long-time committee member, Marian Owens, on earning her 25-year service pin as an active liaison, spokesperson, and for all of her safety knowledge and contributions.

Mr. Costales provided information on the new NHTSA match/cost-sharing fund rules. They have revised the definitions of what is acceptable to use for "match" funds. There are some elements in the grant programs that the TSD has previously funded and labeled as match funds because they are not eligible for federal monies, but they are important to the success of the programs, like volunteer time and/or incentives. The new funding rules have changed how these things are reported. There will be a more in depth discussion with the OTSC in May on how the new rules will affect the grant programs. This could require training grantees on how the new rules affect their reporting, which can ideally be avoided, because the hope is that nothing changes and everything continues moving forward successfully with their programs. Mr. Costales explained that it is being discussed with the OTSC because it will look like a significant drop in

what is being spent on safety programs, but that would be an inaccurate assessment; it will simply reflect a change in the ways spending is reported.

V. PROGRAM UPDATES

Police Traffic Safety/Judicial Program

Ms. Kristin Twenge reported that the Police Traffic Safety Conference (PTSC) was rescheduled to September from January. The Judicial Conference in March was cancelled due to COVID. It will be held in September and they might incorporate some traffic-related information in the conference because of the legislative session. In July of 2020, the Department of Public Safety Standards and Training (DPSST) hosted an advanced motor officer training for two days. It was one of the most attended trainings in several years, with a sold-out 30-officer capacity each day. The Advanced Crash Investigations Conference (ACIC) in September has been traded for the PTSC because the ACIC usually hosts 45 officers and the PTSC can host up to 225 officers. Ms. Twenge acknowledged David Beatty from the DPSST for his contributions in law enforcement. He travels around the state, helping train officers on how to use LiDAR and radar. Mr. Beatty also travels frequently to provide officer instructor training courses, which include standardized field sobriety testing (SFST), advanced roadside impaired driving enforcement (ARIDE), and Intoxilyzer 8000 courses. Mr. Beatty's position is paid for by grant dollars and TSD is very fortunate to have his services. The DUII Conference is scheduled for August 30-31 at Seven Feathers in Canyonville.

Driver Education

Ms. Jody Raska reported that due to COVID, her program is only running at approximately 63% capacity, as most of the driver education providers were not in operation for the majority of 2020. Had private providers not begun operating again in late summer/early fall of 2020, this number would have been much lower. A few community college providers have recently opened their programs again, but Portland Community College will not be offering any courses until 2022, and they are a large part of her program. Private providers have been working very hard to offset the closures, and there has been only a decrease of 2.7% in the number of students that completed driver education in 2020. The curriculum revision timeline has been adjusted and will be finalized in early fall. The Pacific Northwest Conference was held virtually for the first time on March 5th-7th. There were nine workshops covering all different topics. Mr. Costales presented on "The Future of Opportunity in Driver Education," and Ms. Raska reported on the Driver Education Program in Oregon during COVID. There were over 203 participants, and the majority of the feedback about hosting it virtually was positive, as more participants were able to attend as a result. Ms. Raska is currently working with the DMV on program efficiencies, helping to implement electronic submissions of completion directly to the DMV by the providers, which would eliminate the need to print completion course cards for each student. This is considered a high priority for the DMV. Ms. Raska is also working on mid-year reporting and preparing for the next grant year. Her update can be viewed on the [OTSC website](#).

Emergency Medical Services (EMS)

Ms. Kelly Kapri reported that the program's primary focus is traffic crashes, as they contribute heavily to the patient load in hospitals and EMS agencies, especially in rural areas where there are limited resources. Her program is helping to increase the number of emergency response trainings in these areas, in order to increase and/or maintain the EMS workforce. The intended outcomes are decreased response and transport times, by increasing EMT knowledge and providing effective EMS equipment. The EMS Conference was held virtually in October 2020. The Eastern Oregon EMS Conference was also held virtually in February 2021. The State of Jefferson's conference was cancelled in March 2021. She has seen a lack of participation in conferences and is trying to determine the cause. Ms. Kapri is currently working with Oregon Health Authority (OHA) to create a grant using the remaining \$28,000 of the program monies to purchase equipment, increase participation numbers, and increase the number of EMTs. Ms. Owens asked about the possibility of offering videos for training and CEU credits. Ms. Kapri said she had been working with David Long for approximately three years trying to create an online EMS course, but that project did not reach completion before the grant expired. She pointed out that OHA is now offering online trainings due to COVID and said she hopes the EMS Conference will attract more interest in online courses. This conference should be in October of 2021. Chair Hoffer asked Ms. Kapri what type of equipment she was hoping to purchase with the \$28,000 she mentioned before. Ms. Kapri said they were still in discussions about that. Her report can be viewed on the [OTSC website](#).

VI. LIAISON UPDATES

National Highway Traffic Safety Administration (NHTSA) Region 10

Ms. Lynn Zanto has been the Region 10 Program Manager for NHTSA since January 2021. The month of May is Motorcycle Safety Awareness and National Bicycle Safety month; there will be national messaging coming out from NHTSA. There will be a virtual, multi-regional conference in May which will include Regions 8, 9 and 10, with various states presenting on topics such as DUII, toxicology challenges, best practices for rural media and outreach, driving trends, and possible state highlights. The national Click-It campaign begins May 17th.

Oregon State Police (OSP)

Lieutenant Michael Iwai reported that on June 23 there will be an additional 29 new recruits starting the pre-academy. OSP is working with NHTSA and other western states on speed enforcement saturation from now throughout the weekend of July 4th. Statistics on fatalities have increased and speed is a huge contributing factor. California Highway Patrol has reached out to Oregon and Washington about a separate saturation patrol prior to July 4th. There are six new technical crash investigators currently attending the Institute of Police Technology and Management (IPTM) course in Bend, which will bring the total number of technical crash investigators for OSP up to 50 officers. Vice-Chair Ornelas asked about OSP's drone operations. Lt. Iwai reported that the drone program is working very well with the software updates and new equipment.

Department of Motor Vehicles (DMV)

Mr. Bill Merrill reported that all field offices are open, but by appointment only. The appointments are being filled very quickly. In the future, DMV is hoping to offer a hybrid system where patrons can make appointments or walk in to the field offices. There are more online services provided now, making it more convenient for citizens, such as replacing a lost driver's license and/or completing their vehicle registration online. This will allow more appointment times for other types of business.

The Real ID requirement is going into effect October 1, 2021, which will be required to travel between states and countries. There is hope that the Department of Homeland Security will postpone the requirement date further out in order to allow people more time to get in to the DMV to obtain a Real ID, to offset the challenges in place as a result of COVID-19 restrictions.

Mr. Merrill reported that HB2015 is in effect now, which allows individuals to who do not have proof of legal presence the ability to get a driver's license. The number of Spanish knowledge tests administered per month has increased from approximately 500 to about 8,000. There have been a number of community group meetings explaining the process of how HB2015 works to interested citizens.

The driver's manual will be now offered in over 100 different languages, and can be used by google translate to review.

Mr. Merrill reported that HB2137 is in the Senate now and appears to have bipartisan support. This bill will eliminate the need for out-of-state licensed drivers to be required to take the knowledge test in Oregon. It will also eliminate the Safe Driving Practices knowledge test for provisional licenses.

Ms. Owens asked about the DMV computer updates. Mr. Merrill stated that both the vehicle and driver computer update phases have been rolled out. There are still adjustments occurring, but all of the field office staff are now using the new system. One of the major benefits is that any computer program changes to the new system can be done quickly and efficiently. Overall, the rollout has been successful.

Governor's Advisory Committee – DUII (GAC-DUII)

Mr. Cooper reported that he was disappointed that the .05 BAC bill died, as he was hoping it would be heard this session. He hoped it would gain more traction next session, and asked for better communications and updates from staff. He reported that the DUII Conference at the Seven Feathers Casino in Canyonville on August 30th- 31st will require a registration fee this year. Registration will begin next month. They anticipate a day and a half conference, starting the morning of Aug 30th and ending at noon on Aug 31st. There will be a \$50 fee to join, which includes registration and lodging.

Governor's Advisory Committee – Motorcycle Safety (GAC-MS)

Mr. Jeff Greiner thanked the committee for approving the declaration of May as Motorcycle Safety Awareness month and reported that the GAC-MS continues to meet virtually on a monthly basis. At the next meeting, the committee will be reviewing the motorcycle safety chapter of the 2022 Highway Safety Plan (HSP). Team Oregon will be implementing the low/no income subsidy program by July 1st and the process will be brought before the OTSC in May or June for review and approval.

Mr. Greiner stated that the GAC-MS, in collaboration with GAC-DUII, continues to write letters of support regarding legislation that aids in impaired driving prevention, as this is a significant contributing factor to motorcycle crashes. Mr. Greiner reported that the GAC-MS is remaining neutral on SB574, which is the lane-splitting bill, and the GAC-MS provided testimony during the public hearing. During the work session for this bill, an amendment was proposed and adopted, which prohibits lane-splitting in work zones. A second amendment was proposed and rejected that would have placed all liability on the motorcycle driver who was lane-splitting if they were involved in a crash. The bill has passed out of the Joint Committee on Transportation, with a vote of 7-4-1 (excused), and is awaiting assignment to be heard on the floor in the Senate and the House. Ms. Kayla Hootsmans confirmed that SB574 is still on the President's desk, waiting to get scheduled on the Senate floor, and would then go to the House floor. She also confirmed that SB0166, which is the bill requiring headlights at all times, died on the Senate floor.

VII. Transportation Safety Action Plan (TSAP)

Ms. Mary McGowan shared her [TSAP presentation](#). The 2021 TSAP provides Oregon's transportation safety planning, including long-term goals, policies, and strategies to eliminate deaths and serious injuries. This is an update from the previous plan in 2016. The objectives were reviewed. The engagement plans were reviewed to include more outreach, discussions, interviews, surveys, fact sheets, and workshops. The stakeholders analysis provided interest in a continued zero vision, equitable transportation, distracted driving, local agency safety support, impaired driving, transparency of the TSAP, and COVID implications. The safety data indicated a 23% increase in fatal and serious injury crashes in the last four years in Oregon, but this is a problem nationally, not just here. There has been an increase in urban fatal and serious injury crashes. The most common types of occurrences are roadway departures and intersection crashes for the entire state, as well as the regions. The performance measures are not being met based on the trending data, so there have been discussions about how to improve transparency, accountability, and improving targets in transportation safety. One discussion was to implement annual target setting to provide more engagement with stakeholders. The draft of the 2021 TSAP will be finished in May-June, with a public hearing on June 9th as part of the OTSC meeting. In August, the TSAP will be reviewed and recommended for approval by the OTSC. In September, the TSAP will seek approval by the OTC. Mr. Costales asked about the possibility of a transition from a statewide plan to more locally involved

process, where local governments propose their own individual plans at more of a community level. Ms. McGowan responded that local and regional agencies have been following the TSAP and have indicated their support for the overall process. Mr. Walt McAllister stated that there is a section in the TSAP that suggests local agencies should develop their own plans that align with the TSAP. He said some feedback they had received from the Federal Highway Administration (FHWA) was that they would like to see local roadway information listed in the TSAP instead of just ODOT-owned roadways. Implementation plans for this request are still being discussed. Mr. Costales asked about equity and the necessity of a revision at the federal level, as far as funding for research around this issue. Ms. McGowan stated that this concern comes up often, and there needs to be more offline discussion prior to submitting a request to FHWA. Mr. Costales suggested that the OTSC consider submitting a letter to FHWA on behalf of Oregon to include equity considerations. Ms. Owens said the suggestion Mr. Costales proposed is excellent; Chair Hoffer said he and Mr. Costales will discuss it further.

VII. 2021 LEGISLATIVE UPDATES

Ms. Traci Pearl reported that yesterday was the first chamber work session deadline and hundreds of bills died. There will be an updated tracking sheet sent out shortly. The highlighted bills are as follows:

HB3132 – the 0.05 BAC bill – failed

HB3140 – incorporating Psilocybin as a controlled substance – still alive

SB0201A – 0.08 BAC within two hours of driving – third reading is happening now – still alive

SB0211 – OSP trooper staffing levels 15 troopers per 100,000 residents by 2030; waiting in the Joint Ways and Means committee for a hearing – still alive

SB0574 – lane-splitting – still alive

Ms. Hootsmans confirmed that before the deadline, there were 2,467 bills in play, and ODOT had been tracking 719 of them. After the deadline, there are 1,453 active and ODOT is still tracking 426 of them, 130 bills being tracked as high priority. The second chamber deadline is May 14th. Any remaining bills need to be posted for a work session by May 14th and heard by May 28th in order to stay alive. Ms. Pearl reminded the group that any transportation-related bills may still be revived by the ‘gut and stuff’ amendment process. Chair Hoffer asked about an older measure that was passed a couple years ago about unpaid fines and asked for an update on that. Ms. Hootsmans said she will forward an email to Chair Hoffer about this topic. Chair Hoffer said that in his capacity as an EMS responder, he has been responding to multiple heroine calls every night since the passing of Ballot Measure 110. Mr. Cooper asked about the status of the bill replacing the word “accident” with “crash.” Mr. Estes reported that it had been scheduled for a work session and then pulled off the agenda. The current rules in the house require every bill to be read aloud, in their entirety, and this bill was considered too large at 89 pages long. It was offered priority if there was a way to trim it, but according to legislative council, that was not feasible at this time. There may be an option to run it through the Senate

side, but the best course of action may just be to wait until next session. It didn't have any opposition, so that is a good sign of potential future success.

Mr. Cooper asked for updates on the replacement for Mr. Costales and the vacant OTSC seat. Mr. Costales said the Governor's Office is still working actively to fill the OTSC spot. There is an upcoming recruitment event at the end of April. He said he will still be sitting in his chair as TSD Administrator through May and June as the process moves forward in finding his replacement, so there will be no gap in coverage.

Chair Hoffer asked Mr. Costales about updates on the Rest Area/Truck Parking topic. Mr. Costales responded that a research project is underway and suggested having a spokesperson join the OSCT to report on their developments. Chair Hoffer said he would like for that to happen.

Vice-Chair Ornelas said he would like to hear more about racial profiling. Mr. Costales suggested a representative from the Criminal Justice Commission could report to the OTSC on progress in this area.

VIII. NEXT MEETING & AGENDA BUILD

The next meeting will be held virtually on Wednesday, May 12, 2021 at 9:00 a.m.

Topics for consideration at future meetings include:

- *DMV License Testing (CDL, Class C)*
- *Rest Areas – Truck Parking*
- *Safety Aspects of Roadway Engineering*
- *Karl Citek, M.S., O.D., PhD, FAAQ (Nystagmus – Part 1)*
- *Tim Plummer, OSP (Nystagmus and the DRE Program – Part 2)*
- *ODOT Office of Social Equity*
- *Grant Match Policy (May)*
- *1300 Plan OTC approval (May)*
- *TSAP Public Hearing (June)*
- *TSAP Approval (August)*
- *Criminal Justice Commission on racial profiling (May)*

IX. ADJOURN

With no further business brought before the Committee, Chair Hoffer officially adjourned the meeting at 11:54 a.m.